

TREATMENT OF VESSELS.

1. RESERVATION RESPECTING STABILITY.

The Rules and Tables necessarily assume that the geometrical properties of the vessel and the nature and stowage of the cargo are such as to secure sufficient stability for the vessel when laden.

The onus for proper loading must rest on the shipowner, the master, and other responsible persons.

2. SCANTLINGS BASED ON AVERAGE PRACTICE.

The scantlings given throughout the Rules and Tables are based upon the average experience obtained in the carriage of dry and perishable cargoes.

The structure may be impaired and the cost of maintenance be made excessive unless due care is exercised in the loading and the stowage of cargoes.

The attention of the shipowners, masters and others responsible is therefore drawn to the following remarks:-

3. MAIN STRUCTURE.

(a) The main structural stresses may become excessive if the cargo is not distributed forward and aft in a reasonable manner.

Where due care is not taken in the loading and discharging of vessels it is possible to increase the stresses in a manner detrimental to the structure of the vessel, and this is particularly the case where oil or other liquid cargoes are carried.

It is recommended that the owners of vessels engaged in carrying liquid cargoes should supply to the master diagrams covering possible conditions of loading.

(b) While it is particularly important to secure that

on the one hand, sufficient provision is made for transverse stability, yet, on the other hand, such provision should not be so excessive as to produce too much stiffness, causing violent rolling and racking the structure.

(c) Special attention should be given to the amount and distribution of ballast used when the vessel is in light condition.

4. LOCAL CONDITIONS.

(a) Where it is necessary to concentrate a considerable weight of cargo or ballast over a small area, suitable additional strengthening should be provided.

(b) Bulk cargoes should be trimmed so as to give as even a distribution of the load as possible.

(c) Where small coasting or other vessels are intended to load or discharge while lying aground, it is recommended that the bottom be additionally strengthened in a manner suitable for the particular service in which they will be engaged.

(d) It is recommended that, as far as possible, in designing the supports of the decks, the girders at the head of widely spaced pillars should be fitted in continuation of the hatchway coamings or within a very short distance thereof.

5. DUNNAGE OF CARGOES.

(a) Care should be taken to prevent contamination of cargoes which may arise from leakage from oil bunkers coming into contact with cargo, or coal carried as cargo, by fitting lining or sparring on the bunker bulkheads.

(b) Where oil fuel is carried in double bottoms on which ceiling is not fitted, special instructions should be given to provide efficient dunnage.

W282-0142